

B. F. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1851. 日六月四日七十二年光

WEDNESDAY, JUNE 12, 1901.

三拜禮 號二十一月六英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO KOBE
NAGASAKI LONDON
LYON NEW YORK
SAN FRANCISCO HONOLULU
BOMBA SHANGHAI
TIEN-Tsin NEWCHWANG
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
6 " 4 "
3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chair Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed—5 %

Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$13,000,000
Silver Reserve \$ 3,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.

D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Stade, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
H. Schubert, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir Thomas JACKSON,
MANAGER.

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
Balances of \$10 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 4,300,000

Head Office—SHANGHAI.
Branches and Agencies—
CANTON PEKING.
CHEFOO PENANG.
CHINKIANG SINGAPORE.
CHUNKING TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sets Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities;
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 % per Annum Fixed Deposits for 3 months

4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months—4 per cent.

6 " 3 "
3 " 21 "

T. P. COCHRANE,
Manager.

Hongkong, 22nd May, 1901. [12]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Gask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [13]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS	CAPTAINS.	TO SAIL	REMARKS
MARSEILLE, Socotra	T. H. Hide, R.N.R.	About 15th June	Freight only.
and LONDON			
SIIKI & JAPAN, Shanghai	A. F. Street	About 15th June	Freight or Passage.
SHANGHAI, Sunila	E. R. Dowell, R.N.R.	About 21st June	Freight or Passage.
LONDON, Parramatta	R. T. Cook, R.N.R.	Noon, 22nd June	Freight or Passage.
LONDON, Japan	C. C. Talbot, R.N.R.	About 29th June	Freight or Passage.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

[14]

Hongkong, 12th June, 1901.

H. A. RITCHIE, Superintendent.

[15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

HAMBURG, Hamburg-Amerika Linie THURSDAY, 13th June.

SACHSEN THURSDAY, 27th June.

KIATSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.

BAVIER THURSDAY, 25th July.

STUTTGART THURSDAY, 8th August.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 29th September.

PRINZ HEINRICH THURSDAY, 19th September.

PRAEUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIATSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

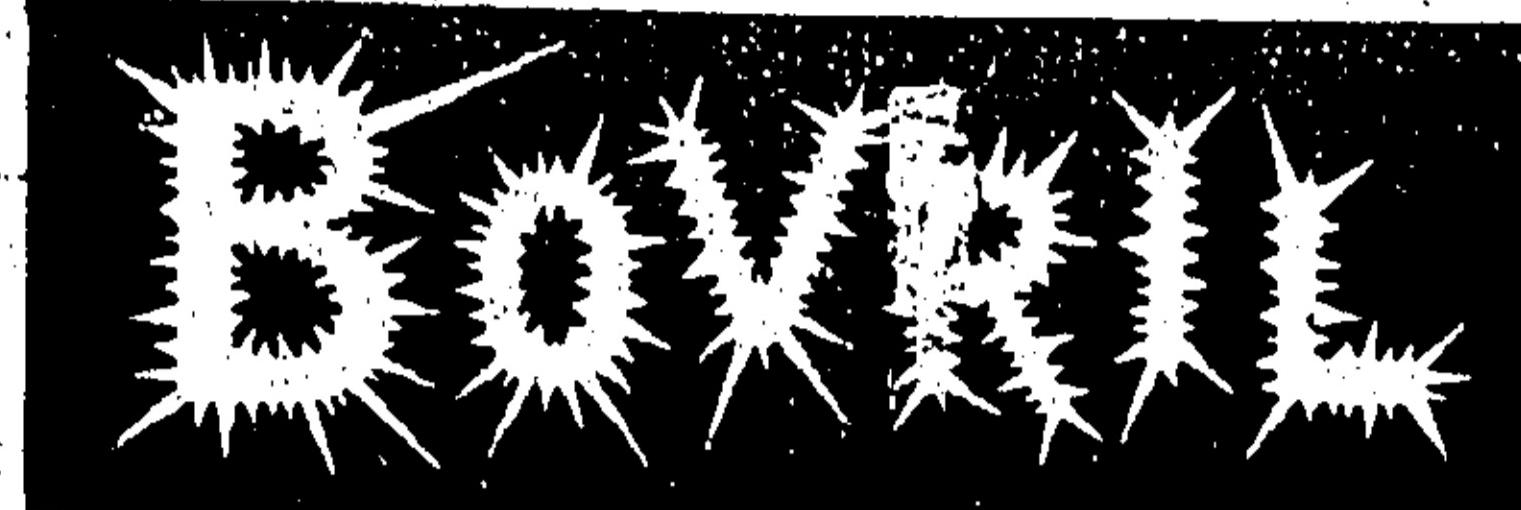
BAVIER WEDNESDAY, 27th November.

Telephone No. 75.

SPARKLING DEVONSHIRE CHAMPAGNE CIDER.

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [28c]



DOVRIL PROMOTES HEALTH,

STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

SPARKLING DEVONSHIRE CHAMPAGNE CIDER.

BENTALL, LLOYD & CO., TOTNES.

Cool and invigorating, in fact, just the thing for
Summer.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 10th June, 1901. [15]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:—34, LIME STREET, E.C.

HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,

Hankow, Chafou, Tientsin, Newchwang, Fort Arthur, Seoul, Chomilip, Yokohama,

Yokosuka, Nagoya, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki,

Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals, and Railway

Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

To-day's
Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION,

FRIDAY, the 14th June, at Noon,
at their Sales Rooms, Ice House Street,

FOURTEEN NEW SINGER'S SEWING

MACHINES.

ALSO:

A quantity of AMERICAN FANCY

LAMPS.

TERMS:—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 12th June, 1901.

To-day's
Advertisements.

TO PARENTS AND GUARDIANS.

AN ENGLISH YOUTH WANTED as an APPRENTICE in the STORE.

Apply to

W. BREWER & CO.,
Queen's Road, Hongkong.

12th June, 1901. [620c]

TO LET.

FOR Three Months, from 20th JUNE, a
FURNISHED HOUSE at Kowloon.

Apply to

"F.Z."

C/o This Office.

Hongkong, 12th June, 1901. [621c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Occultist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central.

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—their many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Classes only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1453b]

FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"SAMBIA."

Captain Schmidt will be despatched for the above Port, TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 12th June, 1901. [622c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain D. Costa will be despatched as above TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th June, 1901. [604c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, on FRIDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th June, 1901. [619c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, on FRIDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th June, 1901. [618c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING via SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [626c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th instant, will be subject to re-charge.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fine Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

gaps filled up with the mud which does for mortar in this Colony. In any other place than Hongkong this wall would be condemned by the Authorities and would be immediately pulled down. Why such Jerry-built affairs are allowed to be put up, we really don't know, for they must lead to Collapses and loss of life.

Where the old Stag Hotel is being demolished the wall of the house to the westward is exposed, and is a splendid example of the Jerry builder's art. It is a mere jumble of old odds and ends of brick put together anyhow, and on top of this it seems that a couple of new storeys have been built. We should like to know who gave permission for such a rash act. There are large cracks apparent here and there, and to us the whole affair looks as if the least push would bring it toppling down. When it does fall we hope that a few of those responsible may be beneath.

The Situation in the North.

Our Tientsin Correspondent, in the letter which we published yesterday, does not look at the present state of affairs with any great hopes of the troubles speedily being brought to a close. Our Correspondent is not a pessimist, but sees further than most folk, as is evidenced by the fact, that it was he alone who drummed into the heads of the Authorities and the Public the approach of the Boxer rising, as a reference to back numbers of the paper will show.

Our Correspondent points out, and very truly so, that none of the real instigators of the rising against foreigners have been adequately punished. The Chinese have hoodwinked the whole of the European Powers and we are at the present time no further ahead than we were at the commencement of affairs last year. It is being freely stated, too, that the troops who are now leaving the north have been ordered to do so by the Chinese Government, and he must be very ignorant of Chinese affairs who cannot see that such a statement will be accepted far and wide throughout the Chinese Empire as the true explanation of the withdrawal of the Allies.

We have continually pointed out how no good could possibly accrue were any of the troops withdrawn before the return of the Court to Peking, and we have no hesitation in saying that this condition, viz., that the Court should return before terms were discussed, should have been insisted upon. The suspension of the examinations as a punishment has fallen through too, and it is not too much to say that our European Diplomatists have given in all along the line and have been hopelessly defeated by the more cunning Chinese. It was a great mistake to discuss anything with China.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence, as testified to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

Hongkong.

REUTER'S TELEGRAMS.

THE TRANSVAAL.
ARMING OF SURRENDERED BURGHERS.

LONDON, June 10th.

Surrendered burghers in the Middleburg district of the Transvaal have been armed by the British, and are willingly protecting stock grazing on the Cowlands.

THE ALLIES IN CHINA.

It is stated in "Berlin" that during the absence of Count von Waldersee from China, the Powers have agreed that the senior officers of the allied contingents shall resume command of their own troops.

LATER.
THE CHINESE INDEMNITY QUESTION.

America has formally apprised the Powers that she does not consent to a joint guarantee of the Chinese indemnity.

BRITISH SOUTH AFRICA.

A despatch from Lord Kitchener states that 2,640 Boers were killed, taken prisoners, and surrendered during May. Since the 1st instant, the figures total 472.

WEATHER REPORT.

The Observatory report says—

On the 12th at 12.5 p.m. the barometer has fallen considerably on the E. and S.E. coasts of China. Pressure is in defect generally, with a depression over the North of the Sea of Japan, and another area of low pressure lying over the S.E. coast of China and Formosa. Gradients slight for S.W. winds in S. China. Forecast—

Wind force 4-5, gusts 6-7, sea 2-3 ft.

Wind force 4-5, gusts 6-7, sea 2-3 ft

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU J. E. P. COOK	MARSEILLES, LONDON & BARROW, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU K. Kori	MOJI, KOBE AND YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU W. Thompson	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIIKE MARU M. Yagi	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further Information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 8th June, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS).

THE Steamship

"PARRAMATTA,"

Captain R. T. Cook, R.N.R., carrying His

Majesty's Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 22nd instant

at Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 8th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,

and YOKOHAMA.

THE Steamship

"INDRAVELLI,"

will be despatched for PORTLAND (OR.)

on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with, or apply to

ALLAN CAMERON,

General Agent, or to

DODWELL & CO., LIMITED,

Agents.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 18th June, at Noon.

"COPTIC" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 23rd July, at Noon.

"CHINA" TUESDAY, 6th August, at Noon.

"DORIC" THURSDAY, 15th August, at Noon.

I THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from a port of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

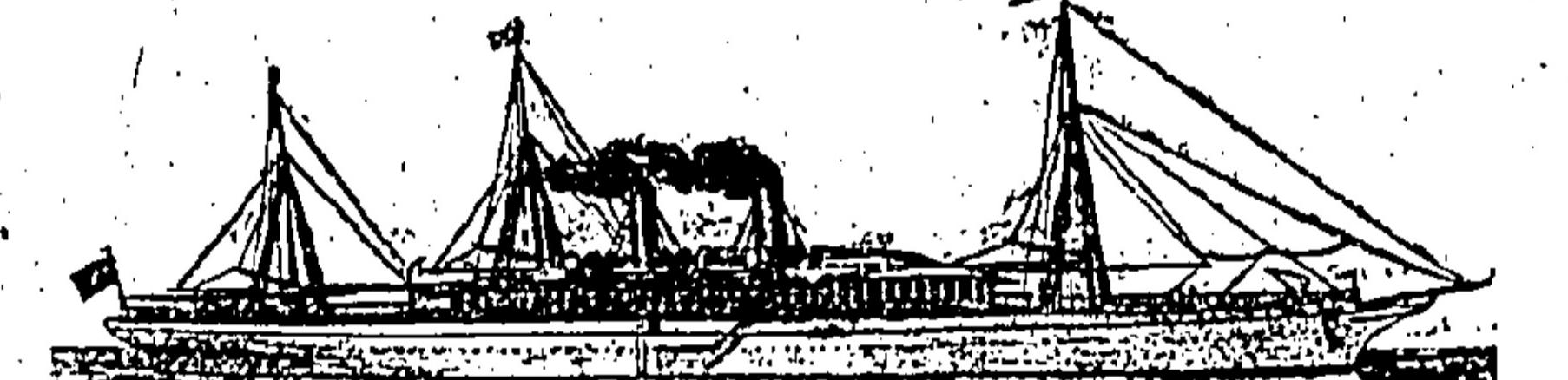
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.



Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"WOOSUNG"	13th instant.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	On or about 30th instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

Hongkong, 12th June, 1901.

BUTTERFIELD & SWIRE,
AGENTS.

[sic]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS"	13th June.
"	"ALGINOUS"	15th June.
"	"IXIO"	19th June.
"	"PELEUS"	23rd June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL

</tbl_r

WESTERN ASSURANCE COMPANY, TORONTO AND LONDON.

INCORPORATED 1851.

Fiftieth Annual Report, for the year ending 31st December, 1900.

The Directors beg to submit herewith their Annual Report showing the result of the Company's transactions for the past year, together with a Statement of Assets and Liabilities at 31st December last.

The premium income, after deducting the amount paid for re-insurances, was £39,340, and the earnings from interest were £15,533. The total losses incurred during the year amounted to £42,866. These bear a ratio to the premiums received considerably higher than that shown in the general experience of the Company, though there have been exceptional years in the past when a much larger percentage of losses to income has been sustained. After providing for losses and for current expenses, the Revenue Account shows a profit balance of £2,533. This is probably as favourable an outcome as shareholders will be able to show a good margin of profit on the season's transactions.

Here I may remark upon a distinguishing feature of Marine business—especially such as ours—namely, the large proportion of the liability which, owing to the close of lake navigation, runs off, and the premiums on which are completely earned, before the 1st December in each year. It is incumbent upon every soundly managed company to reserve an amount to provide for running off—or reinsuring—the liabilities under its current policies. General experience has proved that in fire insurance business one-third of the annual premium income is an ample provision for this purpose. It will therefore be a satisfaction to you to know that, after deducting that portion of our marine business upon which no liability remains at the end of the year—which I may say represents more than one-fifth of our total income—the amount of our estimate to provide for this contingent liability upon risks outstanding on the 31st December is considerably in excess of the standard I have mentioned.

In conclusion I would say that the Directors desire to express their appreciation of the services of the Officers and the Branch Managers and Agents of the Company throughout its extended field of operations, realising as we do that to many of them such a year as we have just passed through has been a particularly trying one. They also wish to place on record their obligation to the Earl of Aberdeen, Sir John Kenaway and Mr. James Stevenson, the members of the Advisory Board of our London Branch, for the valued advice and assistance they have rendered in advancing that Branch to its present satisfactory position.

The Vice-President seconded the adoption of the Report, which was carried unanimously. The election of Directors for the ensuing year was then proceeded with, resulting in the unanimous re-election of the following gentlemen, viz.:—Hon. Geo. A. Cox, Hon. S. C. Wood, Messrs. Robert Beatty, G. R. Cockburn, Geo. McMurchie, H. N. Laird, W. R. Brock, J. K. Osborne and J. J. Kenny.

At a meeting of the Board of Directors, held subsequently, Hon. Geo. A. Cox was re-elected President, and Mr. J. J. Kenny Vice-President for the ensuing year.

periods of adversity in the history of our own Company—as well as in most enterprises in which we have been individually engaged—largely influenced our Directors in deciding upon the increase in the paid-up capital referred to in the Report. This action, while strengthening the Company financially, removes what is regarded by many investors in this country as an objectionable feature—the unpaid liability upon shares—and the manner in which this has been responded to has confirmed the opinion we entertained as to the wisdom of this step.

The transactions in the Marine Branch during the past year call for something more than passing comment. There has been a very considerable increase in the volume of premiums, and the losses, I am pleased to say, have been moderate; so that there has been a fair profit in this department—which, as you may remember, showed for some years prior to 1899 unsatisfactory results. The growth in premiums came largely from the increased amount of inland business transacted. The losses on the Great Lakes were considerably below the average of several preceding years, and companies engaged in this branch of underwriting are able to show a good margin of profit on the season's transactions.

Here I may remark upon a distinguishing feature of Marine business—especially such as ours—namely, the large proportion of the liability which, owing to the close of lake navigation, runs off, and the premiums on which are completely earned, before the 1st December in each year. It is incumbent upon every soundly managed company to reserve an amount to provide for running off—or reinsuring—the liabilities under its current policies. General experience has proved that in fire insurance business one-third of the annual premium income is an ample provision for this purpose. It will therefore be a satisfaction to you to know that, after deducting that portion of our marine business upon which no liability remains at the end of the year—which I may say represents more than one-fifth of our total income—the amount of our estimate to provide for this contingent liability upon risks outstanding on the 31st December is considerably in excess of the standard I have mentioned.

In conclusion I would say that the Directors desire to express their appreciation of the services of the Officers and the Branch Managers and Agents of the Company throughout its extended field of operations, realising as we do that to many of them such a year as we have just passed through has been a particularly trying one. They also wish to place on record their obligation to the Earl of Aberdeen, Sir John Kenaway and Mr. James Stevenson, the members of the Advisory Board of our London Branch, for the valued advice and assistance they have rendered in advancing that Branch to its present satisfactory position.

The Vice-President seconded the adoption of the Report, which was carried unanimously. The election of Directors for the ensuing year was then proceeded with, resulting in the unanimous re-election of the following gentlemen, viz.:—Hon. Geo. A. Cox, Hon. S. C. Wood, Messrs. Robert Beatty, G. R. Cockburn, Geo. McMurchie, H. N. Laird, W. R. Brock, J. K. Osborne and J. J. Kenny.

At a meeting of the Board of Directors, held subsequently, Hon. Geo. A. Cox was re-elected President, and Mr. J. J. Kenny Vice-President for the ensuing year.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Auger, Bishop V. Menoschek, L.
Aristeid, Miss A. J. Marcus, S. R.
Aviwin, Miss McGroarty, A.
Ayche, G. Mills, W.
Allan, Mrs. W. J. Maxwell, Lieut. D. H.
Andrew, Miss Myer, J. D.
Anderson, Mrs. M. Madsen, J. F.
Arnold, Miss Muji, Miss A.
Abern, J. Mein, W.
Bryan, M. R. MacCallen, D.
Bird, W. B. M. McElroy, F.
Burton, A. L. L. McHugh, P. von
Bussing, W. T. McMillin
Benham, Burroughs, Miss C. Medical Officer
Byron, A. C. Moffatt, Dr. A. T.
Boyd, Mrs. J. Mullins, J. H.
Bowrou, J. E. Mehta, Miss S.
Bodeney, H. H. Molpus, Miss
Blass, A. Nicol, J. A.
Burden, A. Neilson, E.
Bliss, Miss Olfert, Dr. T.
Burke, Miss Patterson, E. L.
Bennett, E. F. Cooke, Mrs. L.
Chapman, W. Mrs. Chapman, Dr. T. W.
Cartilige, J. Cowte, E.
Cullens, Capt. V. Callies, Capt. V.
Cooke, Mrs. Cooke, L. F.
Graig, J.
Chaves, L. L. Chaves, Mrs. J. H.
Cunnington, J. C. Parkinson, Dr. T. W.
Cuncin, Mrs. Pereira, Miss S.
Costa, M. J. Plummer, H. B.
Cariston, A. Perrault, E.
Cruz, D. F. H. Prince, Miss
Cary, W. H. F. Perkey, S.
Comrie, J. Page, Miss M.
Caffell, E. Pastrano, D. J.
Dannenberg, Miss E. Palmer, B. W.
Darlington, H. Painter Rev. T. W.
Dunbar, T. E. Pereira, D. S. G.
Deas, W. P. Rivington, C. F.
Davis, Miss A. Rose, R.
Dean, F. Ramos, A.
Donells, F. Read, Miss M. B.
Darma, Sayna, A. B. Rushy, C. B.
Elkins, S. B. Roberts, Captn.
Evans, W. A. Riegert, Capt. A.
Emery, P. E. E. Ryder, J.
Fobris, G. Ruse, E. P.
Freeman, Miss V. W. Reynolds, R.
French, Mrs. Foot, Capt. F. Ross, J.
Fogel, F. Flint, O. M.
Frost, E. P. Forest, Miss A.
Goetz, F. G. Goelz, F.
Georgeson, J. Greenwood, T. L/C
Grunstein, B. Garratt, T.
Hawley, F. F. G. Griffin, C.
Havermeyer, T. C. Grandt, H.
Huby, G. Harday, R. J.
Harrison, Mrs. P. Hatcher, Mrs. H.
Hawley, F. F. G. Hooley, F. F. G.
Hawley, Mrs. H. H. Hawley, Mrs. H.
Hardy, H. G. Harding, H. G.
Hastings, Mrs. P. H. Hardesty, Mrs. H.
Harper, A. H. Harper, A. H.
Harwood, T. Harwood, T.

Hughes, E. H. Underwood, J.
Hastie, G. F. Vanderpvel, Mrs. M.
Hill Dept. White, S.
Hawes, C. H. Westrop, Miss.
Johnson, J. Wilkins, Mrs.
Jeffries, Rev. M. Welch, J.
Jenkins, C. M. Will, W. N.
Juma, Mrs. Wheeler, J.
Johnson, R. Woods & Co.
Janson, A. Wren, Pt. W. E.
Johnson Hon., H. C. B. Waits, Mrs.
Kelper, G. Ward, E.
Karmantz, S. Wheate, W. E.
Kirk, Dr. R. Westcote, H.
Kelton, W. Walker, J. D.
Kuhn, F. Williamson, J.
Kirkman, G. W. Wenburgh, H. O.
Knapp, Jr., W. Williams, D.
King, G. G. Waller, J.
Kirk, A. R. Whinnerup, T. C.
London, H. J. Watts, Miss F. W.
Laglaize L. Wise, A. W.
Loher, A. Young, W. R.
Larkin, A. Young, H.
Leon, C. de Young, Ed.
Li Pin Shang Zinn, G. A.
Lebrun, H.

List of Registered Covers in Poste Restante.

Ahmed Iseen, I.P.C. 638 (2)
Blank, Miss A., Arran-
dale, Southport (1)
Returned.

Buta Singh
Bova and Co., Supt.
Brewery,
Burkhal Ali Khan,
I.P.C. 856

Brimble, Capt. A.
Bortolo, B.
Bobal Singh

Brevall, Bonifacio
Chanda Singh, I.P.C. 583

Clarke, J.
Chao, H. Y.
Crane, E. H.
Collins, H. M.
Cruz, M. B.
Culito, J. T.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547

Duff, A.
Delbanco, E.
Fox, F. (2)
Faunalee (Bombay)

Felizic, Blaz
Fossanis, G.
Ferreira, F. X. P.
Fajris, G. (Singapore)

Friedman, R.
Freiman, R.
Fortesquien, H.
Gabor Khan

Gewanal Singh, I.P.C. 807

Garcia, R.
Gulab Khan, I.P.C. 509

Gunda Singh
Gleick, M.
Gonsalve, J.
Hand, J. (Manila), To
Constandio Hand,
Vic. Eng. School

Hongkong, Thomas
Hasham Ali, I.P.C. 667

Hilton, St. John

Hazar Khan, I.P.C. 616

Hesa, Miss O.

Hodge, Ed. G., Port
land (Maine), Re-
turned.

Hakun Singh, I.P.C. 774

Hall, Capt. F. (2)
Hanson, R.

Hann, Capt. F. (2)

Hansh, S.
Haynes, J.
Herman Singh (Sin-
gapore)

Harris, W.
Jeewan Singh, I.P.C. 664

List of Registered Covers for Merchant
Ships.

S.S. Astor G. Nazinovich.
Atlas M. Richardson.

H.M.S. Barfleur G. Groves.

S.S. Belgian King Abernethy.

China Mr. Cooper.

Hating A. E. Tilston.

Deudal M. J. Garbutt.

Elite Norsach J. J. McCarthy.

Emma Lukyan Capt. Wallis.

Hallan R. Olsen.

Manuel Laguna E. Nielsen.

S.S. Mujo J. P. Walker.

Monmouthshire Capt. J. Kennedy.

Montgomeryshire W. Cropley.

President R. B. Munro.

Radley John Mann.

U.S.H.S. Relief Chas. McFeeley.

Relief J. H. McNeil.

Relief J. H. Miller.

Relief P. Schneider.

S.S. Rewa Capt. C. Cannontias.

Saint Jerome Capt. A. Jones.

Shantung Miles.

Taksang J. Kynock.

Uta R. O. Lloyd. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Beckerhein, Sham
Bruff Comedy, Sionshochan.

Butler Duncan Pigtail, Steamer Wineland.

Chehsioshang, Sunsanuyan.

Chinghai, Thi.

Cheong Seng Loong, Toksham.

Duncan Chesney, Turgens.

Farwell Writer, Watanae.

Honjoo, Yuenmow.

Iungsanlee, Yuenmow.

Kamcheong, 5233, 3266, 3064, 2875,

Kwongsiongloong, 1311, 2920 (Wing-
Tin, West Point).

Lapraik, 0651, 3031, (Nam Wan).

Lichuenshang, 0208 (Swat Keechian).

Matthew, Joseph, 5502, 7127 (Mandlong).

Mijewoo, Chiong, 2688, 5288 (Wing Kee).

Powles, 6436.

Quonansong, 3458, 4713, 5002 (Kan-

Hok Chau).

For Sale.

NOW READY.

THE SPECIAL DESCRIPTIVE

AND STATISTICAL EDITION

OF THE

"HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should

order early, as only a limited number

has been struck off, and a Second Edition can

not be printed.

The Special Edition will be mailed to any

address or receipt of 50 cents to cover cost

and postage.

Hongkong, 20th May, 1901.

—

—

—

—

—

—

—

—

—

—

—

—

—

—

